

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times

Champagne Bitters and Whiskey is
good.Stick to this advice and you'll
never know you have a liver.WATKINS,
LIMITED.

Chemists and Aerated Water

Manufacturers.

Hongkong, 13th August, 1901.

To-day's
Advertisements.

QUEEN'S COLLEGE.

THE above GOVERNMENT INSTITUTION will re-open on WEDNESDAY, the 11th instant, at 9 o'clock A.M.

ALFRED J. MAY,
Acting Head Master.
Hongkong, 7th September, 1901. [984c]

W. D. CONTRACTS.

TENDERS will be received up to 12 Noon, WEDNESDAY, the 11th instant, at the HEAD QUARTER OFFICE, addressed to the DEPUTY ASSISTANT ADJUTANT GENERAL (B) for the TRANSPORT OF HEAVY GUN PEDESTALS AND SIMILAR STORES from the Arsenal or other Wharf in Hongkong or Kowloon to Pinewood, Devils Peak, and Belchers Batteries.

The Heaviest Weight is about 81 tons. Forms of Tender and all Particulars may be obtained on Application either personally between the hours of 9 A.M. and 1 P.M. or by letter to the undersigned.

Parties may tender for one or more Services. The Officer Commanding Troops does not bind himself to accept the lowest or any tender.

ARTHUR W. COLLARD,
Colonel,
D.A.A.G.

Head Quarter Office,

Hongkong,

7th September, 1901. [984c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "DIAMANTE," Captain J. Rattenbury, will be despatched as above on WEDNESDAY, the 11th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th September, 1901. [987c]

To-day's
Advertisements.

FOR NEW YORK VIA SUEZ CANAL.

THE H.A.L. Steamship

"ARAGONIA" Captain Forst, will be ready to receive Cargo for the above Port on FRIDAY, the 13th instant, and will be despatched on the 15th instant, A.M.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 7th September, 1901. [985c]

PERSEVERANCE LODGE OF
HONGKONG, No. 1, 165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on MONDAY, the 16th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 7th September, 1901. [988c]

"Strongest in the World."

ONE DAY
TOO
LATE

In the life of almost every man there comes a day when it is impossible for him to buy life assurance at any price. To-day you may be able to pass a satisfactory examination.

To-morrow the company might decline your application. Yet hundreds—yes, thousands of men say, "To-morrow."

"To-morrow, To-morrow"—And hundreds of widows and orphans to fight the battle of life alone, as a result. Can you afford to run the risk?

The Equitable Life Assurance Company, KILBIE, Manager, Hongkong.

Hongkong, 7th September, 1901. [989c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED
WATERS.

IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.
Hongkong.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 7, 1901.

NOTES AND COMMENTS.

The Shooting of President McKinley.

It is very bad news which we publish this evening by the courtesy of Mr. ALLEN, Mr. MCKINLEY, the President of the United States of America, has been shot and is not expected to recover. At present no details of the crime are to hand, but we have little doubt but that the assassin will turn out to be one of some band of anarchists, for it must not be forgotten that at the time of the assassination of the late Empress, of Austria the life of President MCKINLEY was said to be in danger. These assassinations are now becoming far too common and it behooves the people of the various States and countries in which these assassins work to take steps for their suppression. They must be wiped out and destroyed and treated generally as we treat other vermin. It is not too much to say that no ruler is safe at the present day. On the 10th September, 1898, the Empress of Austria, a woman beloved by everybody, was assassinated. On the 29th July, 1900, the King of

Italy, as good a ruler as could be found in Europe, was assassinated. Yesterday the President of the United States, against whom nobody ought to have had a grudge of any sort, was shot by an assassin, and so makes the third ruler to suffer at the hands of the anarchists within three years. These people do themselves no good by thus wreaking their spite upon innocent persons. Some wrong-minded folk may look upon them as heroes, but the generality of mankind view them as social parasites of which the world would be well rid, and we trust that this latest crime will lead to some international arrangement being come to for the hunting down of these people. A prison is the only safe place for them.

We earnestly trust that President MCKINLEY's state will prove not to be so serious as is stated by the very brief telegram now to hand, but we fear that there is not much room for hope. His death will be a great blow to the United States and will, indeed, have wide reaching effects, for it will mean that the country will be once more plunged into the throes of a Presidential Election, a thing which is looked upon by most Americans as being in the nature of a calamity. We may see another party in power in the United States and this may mean a change of policy. At all events the death of President MCKINLEY would have a great effect upon the situation in the Philippines. It must not be forgotten how great were the hopes of the Filipinos as the last election approached. They looked upon the election of Mr. BRYAN as meaning independence for them, and Mr. MCKINLEY's return to office was regarded as a calamity. How the grave news will be received by them it is impossible to say, but in all probability the death of the President would mean that districts which have now been brought under American control would once more rise in arms, and another struggle for liberty would take place. We most sincerely hope that Mr. MCKINLEY will recover, for his death at the present moment is bound to lead to complications of one sort or another.

Reform.

The edicts quoted by our Canton Correspondent certainly point towards reform, but we fear that they will never be carried out. It must not be forgotten that the great majority of the higher posts throughout China are held by men of conservative views, and they will interpret the edict directing them to promote those who have a knowledge of western methods in their own way. Another thing which must not be forgotten is the fact that there will be so few men to promote on account of their Western knowledge. At the time of the *coup d'etat* a general wedding but of all who had leanings towards reform took place, and hence we fancy that the edict will be of little effect. The edicts have, as our Correspondent points out, a distinct resemblance to those which cost the unfortunate Emperor his liberty, but it is too early yet to build any hopes on this fact. In all probability they are merely thrown out by the Empress Dowager as a blind to cover some great scheme of hers. Even the Chinese have very little hope of seeing any reforms instituted so long as the Dowager holds the reins. We were told the other day by a very well informed Chinaman that there could be no hope of China doing any good for herself during the lifetime of the Empress. She would be frightened to institute reforms and would take care that others were prevented from doing so. We were also assured that the Reformers themselves were helpless without foreign aid. Any rising that they might attempt would be sure to be suppressed immediately, unless they had some strong Power at their backs which would lend them real aid by which the present dynasty might be overthrown, and the Reformers have little hope of obtaining such help.

TELEGRAMS.

SPECIAL TELEGRAM.

ASSASSINATION OF PRESIDENT MCKINLEY.

NOT EXPECTED TO RECOVER.

SAN FRANCISCO, Sept. 7th.

12.5 a.m.

The following telegram has been courteously placed at our disposal by Mr. W. S. Allen, of the Sperry Flour Company:—

President McKinley shot. Not expected to recover.

PROTOCOL SIGNED AT PEKING.

We learn on reliable authority, that Terms of Peace were arranged this forenoon in Peking, and the Protocol was signed.

REUTER'S TELEGRAMS.

THE MANNING OF MAIL STEAMERS.

London, September 5th.
The Australian Parliament has adopted the amendment to the Post and Telegraphs Bill, limiting the mail contracts to ships manned entirely by whites.

THE AMERICA CUP.

The American yacht *Columbia* has been selected to defend the America Cup against *Shamrock II*.

BRITISH SOUTH AFRICA.

Various British columns are actively engaged harrying fragmentary commandos of the enemy.

Scheepers's commando is proceeding northwards.

COTTAM & Co.'s LATEST SHAPES in LINEN COLLARS.

LOCAL AND GENERAL.

A MAN named Chau Min died yesterday on cargo boat No. 443 owing to an injury to his wrist.

THE BODY of Ip Fat was carried to the Mortuary yesterday. He died from that common complaint amongst the Chinese, viz., ruptured spleen.

THE *BONAVENTURE* CRUISER, Captain C. C. Sawie, arrived at Plymouth on 26th July, and will shortly be paid out of commission, and refitted at a cost of £12,839.

THE CUSTOMS GAZETTE, for April, to June, 1901, has been sent to us by the Commissioner of Customs here, and is, as usual, full of very interesting statistics regarding the trade of China during the period under review.

27,000 DESIGNS have already been received for the Australian Commonwealth flag, for which the prize is £150. The figures are simply stupefying. The Commonwealth Ode Competition produced, it was said, some 300 poetical effusions.

THE *VENGANCE*, BATTLESHIP, which is being hastened forward at Portsmouth for service on the China Station, is to be ready for her gun trials by the first week in September. Her 12 in. guns can be loaded at any degree of training and elevation.

THE RETURNS from the Pahang Corporation Mines for the month of July were as follows:—Sungei Lembing: tons of stone crushed 2,054; oxide of tin produced 56 tons; with 40 head of stamps running for 28 days, and working expenses set at \$23,500.

THE FAILURE season has set in at Bangkok, the first firm to "go under" being a Chinese store keeper. The liabilities are estimated at about Tcs. 50,000, the principal creditors being French, German and Italian importing houses. The estate is expected to realise a dividend of from 50 to 60 per cent.

A STRAITS PAPER says that several Malays who removed themselves and their families to Ulu Kelantan during the disturbances of 1894, have lately come back to their old villages in the Tembeling. After a long experience of both the States, they assert that Pahang under British Protection is better to live in than Kelantan under the present regime.

MR. EDMUND RUSSELL, the well-known American reciter and Delsartean lecturer, has passed through Madras en route to Colombo, Far East and the United States. His visit to India has been with the object of studying the Indian drama *in situ*. He intends, on his return to America, to give scenes from the *Mahabharata* and *Ramayana*, attired in the rich costume of an Indian Rajah.

THE FOLLOWING APPOINTMENTS have been made at the Admiralty:—Lieutenant: F. G. St. G. Brooker, to the *Tamar* (T.); H. B. Wilson, to the *Ocean*, undated; M. McG. Lockhart, to the *Sandpiper*, in command, to date Sept. 3; H. C. J. Grant, to the *Terrible*, (1st and 2nd), to date Aug. 12; H. L. Watts-Jones, to the *Power*, in command, to date Aug. 31; Sub-Lieutenant R. G. Hamond, to the *Pigmy*, to date Aug. 12.

BY KIND PERMISSION of Lieut.-Col. Baillie and Officers the Band of the 22nd Bombay Infantry will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.:—

PROGRAMME.
1. March "A Frangela".....Costa.
2. Overture "Light Cavalry".....Suppe.
3. Valse "The Officers".....Costa.
4. Selection "The Belle of New York".....Keefer.
5. Horn Dance "The Boston Belle".....Godfrey.
6. Polka "See Me Dance".....Solomon.
"God Save the King."

WE LEARN, says the *Union* (Shanghai), that the condition of the Ewo jetty at Swatow is unworthy of the princely house. Not having seen it ourselves we can hardly credit the statement that large nails protrude along the whole length of it, and that the holes in the planking must eventually lead to an accident if no immediate repair is made. The Custom's officers, we are informed, dread their night duty when it takes them over this dilapidated structure. The gangway used to board the ships is an ordinary plank with battens across; no hand railing. A hand-rope is sometimes placed but it is a poor substitute for the right thing. Such a state of affairs should be impossible.

SIR PERTAB SINGH, one of the Indian pointantes to receive honours for services in China, where he led his gallant regiment of Jodhpur Lancers, will be remembered as the lion of the Jubilee says an exchange. Not even "Couch Behar" is a more popular prince among British officers and civilians in India. He it was who introduced polo into the English army, and regimental teams are among his constant visitors at Jodhpur, where Sir Pertab not only entertains, but coaches them, as well. Though he is now sixty, he often plays himself, and only last year met with a nasty accident through getting his foot into the stirrup of a fellow-player, both men having been thrown out at the same moment.

BANGKOK, according to the *Stam Free Press*, is even worse from a sanitary point of view than Hongkong. After quoting a leading article of ours on filth it says:—"If Messrs. Chatham and May, whoever those worthy gentlemen are, (Sanitary Inspectors, we presume) paid a visit to Bangkok they could not find 'see dirt' but they might wade through swamps of filth and sink in almost all quarters of the city wherever they turn their face. Even if they were slow to see it, the terrible stench would help to remind them of it at every turn. But what deplorable ignorance our Bangkok contemporary shows in presuming that Messrs. Chatham and May are Sanitary Inspectors! When it notes this paragraph, we hope to see a profuse apology for thus belittling two of our shining lights."

COTTAM & Co. for RIDING WHIPS and SHOOTING BOOTS.

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THE MAULIFFE SLAVIN EXHIBITION TO-NIGHT.

Messrs. Mauliffe and Slavin have been very busy all day perfecting the arrangements for to-night's entertainment. They hope there will be no disappointments in the way of those advertised not turning up. We hear there will be an item of interest to the community generally that has not been billed. We feel sure, that considering the reputation of the men engaged and the favourable impression, by their conduct, they have made in Hongkong, a bumper house will greet them to night. For convenience Mr. Bruce Gardyne will be in attendance at the Hongkong Hotel from 5 p.m. till 7.30 to provide any one with tickets, if they have not already secured them. It is particularly requested that the audience, should be in good time so that the exhibition, should not be interrupted by late arrivals. The programme will be carried out in the strictest and most business like manner and Messrs. Mauliffe and Slavin rely on their patrons to assist them in keeping perfect order.

VICTORIA RECREATION CLUB SPORTS.

SECOND DAY.

A good programme was arranged for the second day's racing and was witnessed by a fairly large gathering of members and friends. Just before the start of the first race a launch arrived bringing His Excellency the Governor and the Hon. J. H. Stewart Lockhart. They were met at the landing by Mr. G. E. Sargent and conducted to their seats, but we were rather surprised to notice that there was no acknowledgement of their presence by the audience. The weather was delightfully calm and just suited the sport. The races in every event were well contested, some very close finishes being witnessed. The intervals between the races were too long but with the same men entering for each event this, no doubt, was unavoidable.

The first item was:—
1.—4.30 p.m. CHAMPIONSHIP OF THE COLONY, 200 Yards (Six Lengths). Open to All-comers. 1st Prize Presented by R. G. Shewen, Esq., 2nd Prize Presented.

This produced five starters viz:—

L. M. Rosa Pereira.
N. H. Alves.
A. E. S. Alves.
A. A. Alves.
Frank Jorge.

This was the best race of the day. All got off to an excellent start. A. A. Alves showed first in front, being about a yard ahead of his brothers, A. E. S. and N. H. At the end of the first length, the same positions were held in the second length, Pereira and Jorge going strong about six feet behind the leaders. At the turn for the final, Jorge and Pereira gave up. A. A. was a good yard ahead and looked as if he had the race in hand, but he unaccountably seemed to tire and N. H. with a final spurt passed him, winning a capital race by a yard. A. E. S. was close up third. Time 2 minutes 41 4/5 sec.

N. H. Alves 1
A. A. Alves 2
A. E. S. Alves 3
2.—5.00 p.m.—SWIM UNDER WATER.—Two Prizes. (The distance is calculated to the point where the water is first broken by any part of the body.)

Eight competitors plunged for this event but no one could come near last year's winner A. Humphreys, whose first dive and swim won the contest; the distances of the first three were:—
A. Humphreys 143 feet.
M. A. Razack 120 "
F. M. Rosa Pereira 104 "

3.—5.30 p.m.—FOUR LENGTHS HANDICAP. Second Heat.
First and Second in each Heat to Swim in the Final.

1. M. A. Razack Co.
2. F. K. Tata Oves 6 sec.
3. S. R. Moore " 8 "
4. C. M. S. Alves " 8 "
5. J. M. Rosa Pereira " 16 "
6. Frank Jorge " 18 "
7. A. A. Alves " 23 "

At the start Razack went away in the lead and held it until the third length when he gave up. A. A. Alves swam a splendidly timed race, just finishing a yard ahead, with Moore second and Tata third. Time 2 minutes 1 4/5 sec.

A. A. Alves 1
S. R. Moore 2
C. M. S. Alves 3
4.—5.45 p.m.—BOYS' RACE, (11 to 15 years of age) 2 Lengths (Handicap).—Two Prizes.

Post entries.
This event excited a good deal of interest, especially when it was seen that a very diminutive sportsman belonging to the Alves family was scratch. A very good race ensued, the little scratch man winning in the very creditable time 63 sec., Ribeiro being a good second.

5.—6 p.m.—TEAM RACE.

Station No. 1. Station No. 2.
N. H. Alves A. A. Alves
H. A. Lammer F. M. Rosa Pereira
E. W. Carpenter R. Henderson
F. K. Tata F. D. Bain
F. E. Ellis S. R. Moore
A. M. S. Soares F. J. V. Jorge, Jr.
Station No. 3. Station No. 4.
A. E. Alves A. Humphreys
C. E. Hañce J. M. Rosa Pereira
E. R. Millar C. M. S. Alves
A. J. Mackie A. J. Pereira
M. A. Razack L. E. Lammer
W. T. Andrews G. B. Ruby

There was a very good turn up for this event and all competitors were punctually on the mark. A. A. Alves' team won with a fair margin in hand.

The programme for this afternoon should attract a large attendance and an excellent afternoon's sport is anticipated.

COTTAM & Co. for RIDING WHIPS and SHOOTING BOOTS.

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CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by correspondents in this column.

THE SANITARY BOARD.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I think every resident in the Colony will welcome the comprehensive scheme against the plague laid down by Dr. Atkinson on Thursday last at the Sanitary Board Meeting. It is such a pleasure to forget the useless babble of talk that distinguished the meetings of the Board in the past and read the details of the carefully thought out, practicable plan of campaign of the President of the Board. To carry out the scheme in its entirety, as your leader in last night's issue pointed out, the Board must unanimously back up the President. This ought not to be a hard matter, but some of the members, judging from the past deliberations of the Board, appear unable to accept the suggestions and opinion of the medical members of the Board, who, from their training, are far better able to judge the sanitary measures to be taken to combat the plague than themselves. In a campaign of this kind the lay members of the Board must, or should, know that their opinions are of no value whatever, may, not worth the few lines of paper they are occasionally printed on, but that the opinions of the medical members are worthy of every consideration. No one wants to know, what, say, the Honourable the Minister for Communications, thinks about the matter. He may be a good man in his own Department, but when the honourable gentleman talks about the measures to be taken to combat the plague, it is a wonder the walls of the room do not fall down. Might I therefore, respectfully suggest that the lay members of the Board, amidst the applause of the long suffering public, give Dr. Atkinson their silent support. It will, no doubt, be a hard struggle at first to refrain from talking, but after a little while, it will come easy. Give Dr. Atkinson your whole support. If he says a certain course is necessary, adopt it. If he says black is white, endorse him. If he says white is no colour, agree with him. It is far better to have a capable leader who may occasionally make mistakes, than the useless deliberation of the Board we are so accustomed to in the past.

Yours, etc,

Hongkong, September 7th, 1901.

AT THE MAGISTRACY.

A CURIOUS CHARGE.

Chan To was charged with being a watchman for street gamblers. The defendant denied it, but was sent to prison for six weeks' hard labour in default of paying a fine of \$25.

ABSAULTING THE POLICE.

Abraham Cornelson, of Norway, was wanted for assaulting the police. He was absent and his bail of \$10 was estreated.

UNLAWFUL.

Tang Ting charged Ho Ng with being unlawful on his premises. He said, he was Excise Officer No. 160. This morning at 3.50 a.m. he was coming back to the Opium Farmer's shop. The door was closed but not locked. He opened the door and found two men standing one on each side. He asked them what they wanted and they ran away. He ran after them and caught the defendant. The defendant went to prison for fourteen days.

STEALING FROM THE PERSON.

Chan Ste was charged for stealing from Leung Kwan while he was asleep. Leung Kwan said he was a fishmonger. He was sleeping last night in the street. About 3.30 a.m. he got up and found his purse was gone. The defendant was there and he (the witness) seized hold of him. The purse was found by the district watchman.

The defendant was sent to gaol for one month.

STEALING.

Chen Lam went to prison for three weeks' hard labour for being in possession of some clothing he could not account for. Sergt. McSwade had charge of the case and sheeted it home.

THE PLAGUE.

Number of cases reported (Chinese) 1,545 up till noon of the 6th September, 1901. Other Asiatics 53 Europeans 30

Number of deaths reported (Chinese) 0 up till noon of the 6th September, 1901. Other Asiatics 0 Europeans 0

Total number of cases reported to date 1,628

Number of deaths reported (Chinese) 1,551 up till noon of the 6th September, 1901. Other Asiatics 11 Europeans 11

Number of deaths reported (Chinese) 0 up till noon of the 6th September, 1901. Other Asiatics 0 Europeans 0

Total number of deaths recorded to date 1,557

Since noon on Saturday last the cases and deaths are—

Cases Chinese 6 Other Asiatics 0 Europeans 0

Deaths Chinese 6 Other Asiatics 0 Europeans 0

Total 6

The plague returns for last week were—

Cases Chinese 3 Other Asiatics 0 Europeans 0

Deaths Chinese 3 Other Asiatics 0 Europeans 0

Total 3

COTTAM & CO. for ANDERSON'S RAIN COATS and HOLDALLS.

AMERICAN CONSULS.

BISHOP POTTER OF NEW YORK USES "LANGUAGE THAT'S FREE."

Bishop Potter of New York does not stop to allow his ideas or opinions to ferment before expressing them; but they are frequently very much to the point. When he described an incident with a Jirikisha man in Singapore wherein the latter clamored for eight annas or some similar Indian emolument, he demonstrated his disregard for the deceptive verisimilitude of detail. Nevertheless there are several persons holding consular appointments under Uncle Sam who would win at the force of the subjoined remarks, had they any capacity for winning. The Bishop says:—"There is as much of grace and elegance in the behaviour of a bull in a China shop as knowledge, intelligence, politeness, and broad-mindedness on the part of the U. S. consular service. We are represented abroad by a few courteous, discreet, and able men; but the majority of our consuls misrepresent the American people. Lazy, shiftless ne'er-do-wells, they have been exported to get rid of them by relatives and friends who have some political, social or other 'pull' in Washington. Some are like *Old Eccles*; their mission in life is to drink themselves to death as soon as possible, and they devote themselves to this instead of attending to the business of their department. With first-rate consuls, appointed during good behaviour, the commercial profits of the United States could be largely increased, the dignity of the Nation maintained and the interests of travellers protected. As it is, nobody ever thinks of consulting an American consul about any thing, and in some stations the other American residents do not even know him by name."

DESERTION FROM SHIPS.

The *Times* of Argentina says:—"The cause of desertion is embodied in the crimp or land-shark. He entices the sailor to go ashore. He supplies him with the necessary drink to induce him to desert. He frequently keeps him in an incapable condition and, practically, hidden until the vessel clears, and he robs him of the whole advance-money secured on re-engagement. In order to cure the disease, the germ must be destroyed. The germ in this case—the crimp—is putrid enough to need cauterisation. The British Consul and steamship agent should, therefore, get straight to the cancer with their sharpest knives. There is no reason why the Government should not co-operate in that sense. On the contrary, it is a clear case of defending the weak against the sharper, and the Government is in duty bound to co-operate. Crimps and their satellites are constantly hovering around ships in docks. Deserters are, invariably, induced by such sharks to step ashore. Once on shore, the task of the shark is an easy one, a bottle of Boin gin being the persuasive argument. The officer on duty must necessarily see what is going on between the crimp on shore and the men on board, albeit he may be unable to prevent the inevitable result. It would not be a difficult matter to get the Government to pass a law to punish men who wilfully induce sailors to desert their ship, and it would not be difficult to establish in such law that proof of such wilful inducement is had by the written evidence of an officer of the ship, fully confirmed by the written evidence of a Custom-House officer. It is a known fact that all ships have a permanent Custom-House officer on board while in dock. When a crimp is seen hovering about a ship the officer on duty should call the attention of the Custom-House officer, after which it would not be difficult to establish that desertion has been caused by wilful enticement, and if the punishment be sufficiently severe and strictly carried out, the crimp-trade would soon come to an end, deserters would become less in number day by day, and one of the greatest evils which seamen are subjected to would gradually disappear. It is to that course of action that agents and Consuls should direct their influence and energy."

WINDJAMMERS AND STEAMERS.

"Sailing-ship Owner" writes to *Fairplay* "I must dispute the accuracy of 'V. W. L.'s statement that living for mates is infinitely better in steamers than in sailing-ships, so far as all events as ordinary tramps are concerned. I have managed both classes of vessels, and have invariably supplied the same class of provisions to both, though in the case of the steamers Board of Trade inspection was unnecessary, as they did not trade round the Cape, which the sailers did. As to employment in steam being so much better than in sail, that depends greatly on what trades the steamer is employed in. For instance, what life can be harder than that on board a modern steam boat of burden running on time-charter in the Atlantic trade during the winter months? A former sailing-ship master of mine, who commanded a boat of this description, told me lately that nothing in all his sailing-ship experience could be compared with the discomforts and slavery of such a life—while another who got into a liner as fourth officer, after pegging away for a considerable time with only a single step up the ladder, came to me begging to be reinstated in the command of the ship which he had resigned for what appeared to him at the time the more attractive employment of the two—only to find that all is not gold that glitters. Sailing-ship officers are no doubt longer at sea than their steamer counterparts are as a rule, but it must not be forgotten that they are also much longer in port, and the one counterbalances the other so far as being in touch with the outer world is concerned, but unfortunately it would seem that a long stay in port is conducive to the formation of the drinking habits which I have already complained of as being only too prevalent amongst sailing-ship officers of the present day."

COTTAM & CO. for SNOW'S and BUCKINGHAM and HECHT'S BOOTS and SHOES.

CLERKS AND UNSKILLED WORKMEN NOT WANTED IN S. AFRICA.

The question of 'emigration' to South Africa has attracted so much attention of late that the Cape Government has sent two delegates, Dr. Hutcheon and Mr. E. Pillans, to co-operate with Mr. Lewis Atkinson in dealing with this important matter. It should at once be stated there is no room in Cape Colony for the ordinary clerk or unskilled workman. Of the former there are already a number, and the latter cannot compete, under existing circumstances, with the coloured races. There is a demand for skilled men in the building trades at Cape Town and the other large towns; but they should take some money with them. A few good locomotive engine-drivers, under 35 years of age, who have had at least one year's experience in driving, are wanted; as also are platelayers on the Natal Government railways. Generally speaking, the skilled artisan, of whatever trade, has but little difficulty in obtaining remunerative employment at all times, and a sober and energetic man, who is able and willing to turn his hand to anything that presents itself until something more congenial appears, will invariably succeed. So says the *Imperial Institute Journal* for August.

CHRISTMAS ISLAND.

Some interesting particulars of the new phosphate industry of this island (a dependency of the Straits Settlements, and 200 miles south-west of Java) are given in a Colonial Report (Annual No. 319) prepared by Mr. C. L. Clayton, the Government Commissioner deputed to visit the island. In this report he says that the phosphate is at present only being worked at or near the summit of Phosphate Hill. The coolies remove it from the ground where it lies in blocks, and throw it into iron trucks; these run down a slight incline to the head of a double line of rails, which descend for a distance of about 500 yards at a gradient of 1 in 4. The full trucks are connected with the empty ones at the bottom of the incline by a wire rope which passes round a drum fitted with a hand-brake. At the bottom of the railway the trucks, each with a coolie in charge, run down a slight incline for about 300 yards to the head of another single line of rails, which has a passing place of about 100 yards of double line. The length of this line is about 1½ miles, and the gradient about 1 in 10. An extremely powerful hand-brake acts upon the drum, and the trucks can be brought to a standstill in a short distance. The loaded trucks run right on to a wooden platform, and the phosphate is then tipped out of them down a shoot. Coolies at the bottom transfer the stones to wooden trucks running to the water's edge, which are emptied down a metal-lined shoot into boats. By this system as much as 330 tons can be loaded into a steamer in a day. It is stated that plant is on its way out for converting the single line on the principal rail into a double line, and also for starting a system of aerial haulage, by which the phosphate can be taken in buckets from the wooden platform at the foot of the principal rail direct to the landing-point, and, if possible, right on to the ship's deck. A crane has been brought out and a base is being prepared for it. This crane will swing buckets 75 feet clear of the cliff. But Mr. Clayton thinks it is doubtful whether masters of steamers will be willing to bring their boats in sufficiently close for this to be used.

At the time of Mr. Clayton's visit the inhabitants of the island consisted of four Europeans, one Eurasian and his wife and child, and 551 Asiatics, of whom 447 were coolies.

Practically no exploration has been attempted so far, but it is hoped that this year a road may be cut right through the island, with branch tracks running out on each side. Two kinds of phosphate are found, lump phosphate and granulated phosphate, like coarse sand; the latter is said to be slightly the more valuable of the two, but, so far, none of it has been shipped, as it cannot be dealt with by the existing arrangement. A large number of pits have been dug on Phosphate Hill, and the quantity of phosphate discovered is said to be enormous. In some cases at a depth of 40 feet the bottom of the deposits has not yet been reached. To a depth of three feet the lump phosphate can be picked out and will not need washing; for the next seven feet washing will probably be advisable, although not necessary. Below that depth washing will be necessary until the granular phosphate is reached. This will not require washing and can be exported in bulk in its present condition. The latest estimate of the amount of phosphate on Prospect Hill is 12,000,000 tons. No prospecting has been done in other parts of the island, but it is known that phosphate exists.

With regard to the trade, the amount of phosphate exported in 1899 was 10 tons, while the total in ten months of 1900 is given as 28,017 tons. Large shipments to San Francisco and Australia were expected to be made this year, and 16,000 tons have already been sold to Japan to be delivered between June, 1900, and June, 1901. Mr. Clayton estimates that the quantity exported during this year will reach 175,000 tons as compared with 37,000 tons in 1900, though the manager states that he intends shipping 200,000 tons this year.

DANISH WEST INDIES.

NEGOTIATIONS NEARLY FINISHED FOR THEIR PURCHASE BY U. S.

WASHINGTON, July 31st.

The State Department expects to be in a position to submit the Treaty securing the purchase by this country of the Danish West Indies to the Senate in November.

Negotiations for the purchase are already nearing completion; and agreement on the price has been practically reached.—*Lafayette*

COTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

Entertainment.

THEATRE ROYAL, CITY HALL.

TO-NIGHT, 7TH SEPTEMBER.

GRAND BOXING CARNIVAL.

JACK MCAULIFFE, Light-Weight Champion All-round Athlete of the World and Champion Boxer of India, and

JACK SLAVIN.

Middle-Weight Champion of Australia, will give Grand Exhibitions of the Art of Boxing, assisted by Mr. W. S. BAILLY and the leading LOCAL BOXERS.

JACK MCAULIFFE, will also give an Exhibition of his WORLD-RENOUNDED AMERICAN AXE AND INDIAN TORCH CLUB-SWINGING.

The whole forming an Entertainment never before witnessed in Hongkong.

PRICES \$5, \$3, \$2.

PLAN at ROBINSON PIANO CO.

Military in Uniform Half-price to Back Seats only.

Doors open 8.30 P.M. Boxing at 9 P.M. sharp.

A Special Tram will leave for the Peak after the Entertainment at 12 o'clock.

BRUCE GARDYNE, Business Manager.

Hongkong, 7th September, 1901.

Insurances.

"L'UNION"

FIRE INSURANCE COMPANY, LD. (Established 1838).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS AT CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1896.

To be Let.

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901.

TO LET.

GODOWN—No. 54, DUPPELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901.

TO LET.

A HOUSE IN RIFON TERRACE. "THE RETREAT," MOUNT KELLETT. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901.

TO LET.

NO. 3, ORMSBY TERRACE.—KOWLOON. Apply to PUN HUNG, 85, Queen's Road Central. Hongkong, 17th July, 1901.

TO LET.

POSSESSION from September, "THE CASTLE" on CASTLE ROAD. Apply to No. 5, SEYMOUR TERRACE. Hongkong, 29th August, 1901.

TO LET.

GODOWN—PRAYA, KENNEDY TOWN. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 4th September, 1901.

TO LET.

NOS. 1 to 5, WILD DELL, WANCHAI ROAD. Apply to SANG KEE, 208, Des Voeux Road Central. Hongkong, 5th September, 1901.

For Sale.

FOR SALE.

RURAL BUILDING LOT No. 1, situated upon MOUNT GOUGH, THE PEAK, together with the Four Houses standing thereon. The owner is prepared to accept an offer for the whole Lot, or to sell the houses separately, subject to the existing tenancies, any portion of the purchase money can remain on Mortgage at 8% per annum. For detailed Particulars, apply to DENNY & BOWLEY, Solicitors, SUPREME COURT HOUSE. Hongkong, 24th August, 1901.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects. For List, apply "STEAM," C/o The Hongkong Telegraph. Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS. Three years old, in Excellent Condition. For Price, &c., apply to THE ROBINSON PIANO CO. Hongkong, 27th May, 1901.

Intimations.

KRUSE & CO., CONNAUGHT HOUSE, HONGKONG. CIGAR MERCHANTS AND TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR

Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901.

W. BREWER & Co.

BE' ENT POPULAR NOVELS BY LEADING AUTHORS.

THE HEARTS OF THE LORD, by Flora Annie Steel	SISTER TERESA, by George Moore
THE GOOD RED EARTH, by Eda Phillips	CINDERELLA, by Crockett
TESSA, by Louis Becke	DINAH KELLOW, by Hare
THE MIDNIGHT PASSENGER, by R. H. Savage	THE WHIRLIGIG, by Lendsey
FRANDERS URDUUT, by M. E. Francis	EDWARD BLAKE, by Sheldon
IN BAD COMPANY, by Boldwood	A TILLYLOSS SCANDAL, by J. M. Barrie
SOULS OF PASSAGE, by Amelia E. Barr	MR. BARNES OF NEW YORK, by Gunter
UNDER THE RED WOODS, by Bret Hart	MARQUESS OF LOSSOE, by Geo. Macdonald
ELEANOR, by Mrs. Humphreys Ward	JUDILEE BOOK OF CRICKET, by Prince Ranjitsindje
	RODNEY STONE, by Conan Doyle

Hongkong, 7th September, 1901.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officers' Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901.

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession, Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898.

A. CHEE & Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS: IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses, Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspal's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901.

THE CANTON DISTRICT.

LOCAL NOTICE TO MARINERS, No. 59.

Discontinuance of HIGH ISLAND BARRIER LIGHTS.

NOTICE is hereby given that, HIGH ISLAND BARRIER having been removed, the RED and GREEN LIGHTS now indicating the passage through the Barrier will be discontinued on the 15th instant, and in their stead a GREEN LIGHT will be exhibited from a Beacon on the Northern Point of HIGH ISLAND.

The Beacon is a quadrangular open work structure of wood, 10 feet high, painted White. The distance from the Beacon to low water mark is 30 feet, and its base is 4 feet above high water mark.

L. A. BYWORTH, Harbour Master.

Approved, F. A. MORGAN, Commissioner of Customs.

Custom House, Canton, 1st September, 1901.

DROZ & Co., WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864, ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS, TRADE MARKS: MAXIM, BERNA, &c.

REPAIRS OF WATCHES and CLOCKS by competent European experts at Moderate Rate.

NO. 10, QUEEN'S ROAD CENTRAL, Hongkong, 15th May, 1901.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$6.50 per Bag of 37½ lbs. Net ex Factory. \$3.50 per Bag of 25 lbs. SHEWAN TOMES & CO., General Managers.

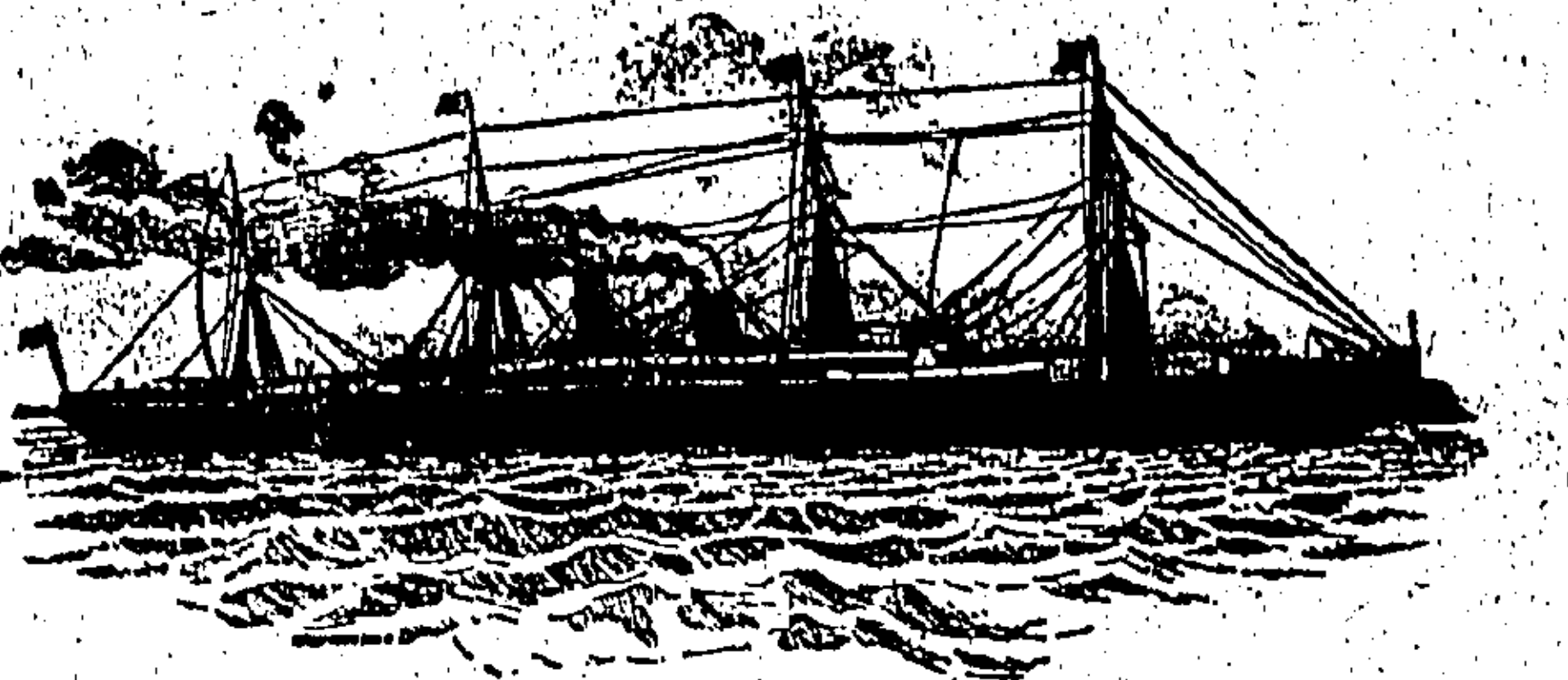
Hongkong, 1st June, 1901.

THE ROBINSON PIANO CO., LIMITED.

ROBINSON PIANO CO., LIMITED, 10, QUEEN'S ROAD CENTRAL, HONGKONG.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GALLIC"	WEDNESDAY, 26th October, at Noon.
"OHINA"	SATURDAY, 19th October, at Noon.
"DORIO"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.

THE O. O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 10th September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

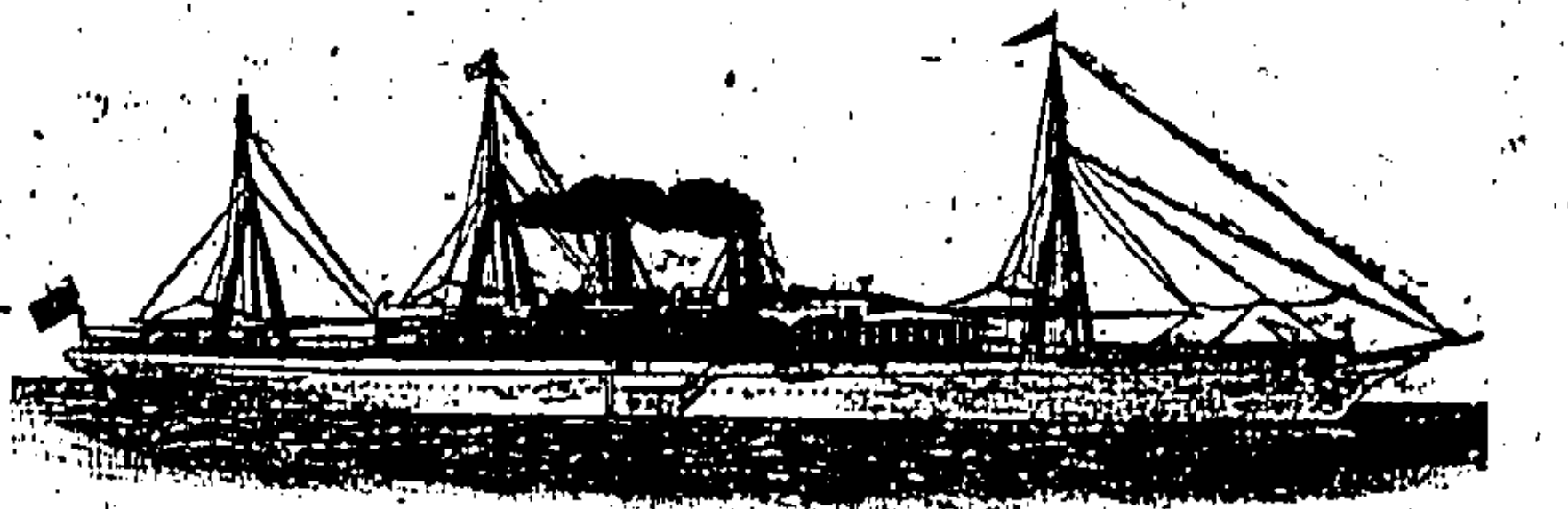
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 31st August, 1901.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY SPEED PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 28th August, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT: BLACK SEA and BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ARAGONIA	NEW YORK	15th Sept. Freight.
ANDALUSIA	VIA SUEZ CANAL	
Adels	HAVRE and HAMBURG.	21st Sept. Freight.
ARABIA	(Calling at SINGAPORE and PENANG.)	
Sachs	HAVRE and HAMBURG.	5th October. Freight.
KOENIGSBERG	(Calling at SINGAPORE and COLOMBO)	
Christiansen	HAVRE and HAMBURG.	19th Oct. Freight and Passengers.
BAMBERG	(Calling at SINGAPORE and PENANG.)	
Jacobs	HAVRE and HAMBURG.	2nd Nov. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 30th August, 1901.

Masonic.

MEMORANDA.

TO-DAY, 7th September, 1901, 6 P.M. for 6.30 P.M., REGULAR MEETING, UNITED SERVICE LODGE, No. 1,341 E.C. Hongkong, 7th September, 1901. [949c]

Intimations.

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the HONGKONG CRICKET CLUB will be held in the CRICKET CLUB PAVILION, on MONDAY, the 9th September, at 5.15 P.M.

P. A. COX,
Honorary Secretary.
Hongkong, 28th August, 1901. [930c]

BRITISH NORTH BORNEO.

TENDERS are invited for the General Farms for a period of three years commencing from the 1st January, 1902, as herein below described:—

OPIMUM. The sole right to import, manufacture and sell raw Opium, Chanda and Opium Dross in British North Borneo and Labuan. SPIRITS. The sole right to license the manufacture and sale of such Wines and Spirits as are usually consumed by Chinese and other Asiatics, and the right to issue licenses to sell Wines, Beer and Spirits under Notification dated 1st February, 1893.

PAWN-BROKING. The sole right to keep and license others to keep Pawn-broking Establishments.

GAMBLING. The sole right to keep and to license the keeping of Gambling Houses. (1) These tenders must be sent under sealed cover to reach Sandakan by noon on the 31st day of October, 1901, and must be addressed to the Secretary to the Governor. The words "Revenue Farms" must be written on the outside of the envelope.

(2) The Laws and Regulations governing these Farms can be seen on application at the Office of Messrs. Guthrie and Co., Singapore, of Messrs. Gibb, Livingston and Co., Hongkong, of the Malay Mail at Kuala Lumpur and of the Treasurer-General at Sandakan.

(3) The Opium Regulations are similar to those in the Straits Settlements.

(4) The Gambling Regulations are similar to those in the Malay States.

(5) These Tenders are invited for the whole Territory, but any tenderer may submit a separate tender for any of these Farms or for any portion of the State of British North Borneo.

(6) Every tender must state the nature of the Security to be offered, which must be partly in cash, to be deposited in an approved Bank, and partly in land and house property.

(7) The Government does not bind itself to accept the highest or any tender.

LABUAN.

The Colony of Labuan will be included in the British North Borneo Farms for Opium, Spirits and Pawn-broking.

Sandakan, 8th July, 1901. [864c]

NEW GOODS.

PLENTY

IN

HAND.

D. NOMA,

No. 12,

Beaconsfield

Arcade,

Opposite the City Hall.

Hongkong, 30th April, 1900. [41c]

SIEN TING,

SURGEON DENTIST,

No. 14, D'ARVILLE STREET,

TERMS VERY MODERATE.

Consultation free.

Hongkong, 19th September, 1901. [19c]

JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.

Finest WESTPHALIAN HAMS, H. RUTENJEE,

1, D'Aquila Street, and 39 & 41, Elgin Road, Kowloon.

Hongkong, 13th July, 1901. [31c]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 1N

1st-Hour Road.

I am now in position, in his New and Com. Studios, to remount, to replace, as heretofore, ALL PHOTOGRAPHIC ART PRACTICES in the Colony or in any part of the Far East. GROUPS AND VIEWS.

a specialty. Hongkong, 22nd September, 1901. [140c]

T. M. STEVENS & CO., CARRY IN STOCK.

A FULL LINE OF "GERMINAL" MANILA CIGARS.

T. M. STEVENS & CO., Beaconsfield Arcade.

Hongkong, 2nd September 1901. [959c]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST.

No. 4, Queen's Road Central.

Hongkong, 1st January, 1901. [16c]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI,

SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 1st January, 1901. [8c]

NEW VICTORIA HOTEL.

ROTISSERIE,

Halls a la Carte.

CHOPS, STEAKS, etc., at any time, between 12.30 a.m. and 11 p.m. Monthly Dinner at Moderate Rates. Madras & Pander, Hongkong, 1st September, 1901. [959c]

C. E. WARREN,

BUILDING CONTRACTOR,

WINDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED and FIXED. DRAINS, TRAPS, WASTE PIPES, &c. CLEANSED and REPAIRED. Sanitary Board Notices received promptly attention. Agent for MOSAIC TILES. Prices on Application. [559c]

WISE AND OTHERWISE.

Having noticed, Mr. Editor, what a Biding, lot of the Hongkong "bloods" are taking to equestrian exercise of late, I thought that perhaps some of them would like to have a few simple hints on riding.

1. Always get up on the left-hand side of a horse. This is called the near side because it is not so far to the saddle as on the other. The right side is called the off, but that does not mean you are expected to get down that way. People only do so when forced to dismount hurriedly. Of course if you have a lame horse he may be lower on the off side, but still it is better to follow the fashion as I have set it down.

2. Hold your reins in your left hand; never use both, as it is not at all necessary to pull the animal's head off. If you find that you can't guide your mount with only one hand, get some friend to give you a lead. Concealing a carrot in the tailfeathers of the other horse will ensure yours following in a docile manner.

3. The riding whip, or crop, is carried in the right hand. It is better to make the acquaintance of your mount before you use it, as some horses have an unaccountable objection to it. A crop with a lash on it looks smart, but is apt to be a nuisance by getting entangled with your spurs.

4. Riding breeches may be made of any strong material. These made of strong Bedford cord and seated with cobbler's wax or birdlime are safest for beginners. It is not considered good taste to show more than fourteen pearl buttons above your boots.

5. Field Service leggings are the best. They look smart and the molo men mistake you for an officer, and salute. This is particularly pleasing to your lady friends.

6. In selecting spurs the beginner had better buy a pair of strong ones of the hunting variety. Have the rowels taken out and replaced by ten cent pieces and then—leave them at home.

I will think of some more hints later on.

I see some misguided Kow-

"Of Excellent locale has been writing to

Quality." the China Mail about the Kow-

loon water supply and wanting

to know where the Government Analyst gets

his samples. I can't answer this question, Mr.

Editor, but I can tell that Kowloonite that he

ought to be devoutly thankful to be allowed to

have any water at all. If he goes and writes to

the papers in this grumbling and petty-minded

spirit, he will have the all-powerful Water

Authority come down and cut off his supply

altogether. Besides, even if he does have to

pay highly for his water, why should he growl?

I have seen some samples of Kowloon water

of late, and really I have never before seen any-

thing like them. One man I know in Kowloon

used to have beautiful white hair and they

always let him carry the collection bag round

in Church on account of his venerable ap-

pearance. Now his hair has turned a beautiful

rusty red and they have taken the collection away

from him for fear of accidents. The same man

used to have to take a quart of iron tonic every

morning before he came to Kowloon, but since

taking to the water laid on there he has

developed a cast iron stomach. Another friend

of mine who lives over there has made some

moulds and is now filling them with Kowloon

water. He says that if the moulds are opened

after a week the contents are like Harveyized

steel and that he is selling his moulded water

to the Naval Authorities made up into armour-

piercing shot. Another Kowloonite writes to

me as follows:—"Dear Gilah, Since I have

come to Kowloon and taken to washing in the

water laid on at my house I have developed a

mild fever." Yet some folks complain of this

is its richness, but if a man's stomach is not

strong enough to take it neat, he can always

dilute it with whisky.

Have you noticed, Mr. Editor,

Fashion, how fashionable knickerbockers are

becoming just now? Yesterday I

saw a rather dusky gentleman in a very

sweet check pair. They were cut very baggy

and fitted with box-cloth tops, and were con-

tinued by a pair of heather mixture stockings

of a big diamond pattern ending, in very bright

patent-leather boots. The proud possessor of

these was on the ferry and evidently out with

the intention of "giving the girls a treat," for

he didn't sit down the whole way across, but

paraded up and down the deck so that all could

have a good view of his beautiful brown legs.

He looked so pretty; but his calves were rather

of the broomstick order. Another sweet

confession, as the fashion papers say, was worn

by a young gentleman at the V. R. C. Sports.

It was in the shape of a necktie, and was of a

bright emerald green, with magenta and yellow

spots. Many folk turned away after gazing on

it. I suppose they were envious. Flannel

suits are much brighter this year. A very

talking suit I saw the other day, was of a rich

olive green with a yellow stripe. This in con-

junction with a pink shirt, red tie, khaki waist-

coat and white boots looked very chic. Plum

coloured flannel is also much affected for coats

just now, and looks much smarter than brown

with a red stripe, which some folks are

wearing. By the way, it is no longer fashio-

nable for a bachelor to wear a flower in his

buttonhole. The proper thing to do is to

wear your best girl's brooch. The brooch

should be as big and conspicuous as possible,

as the larger and more valuable it is the

richer your fiancée is supposed to be. If you

haven't got a best girl it doesn't matter, as

cheap silver gilt brooches set with paste

brilliant can be obtained for a moderate sum

at any jeweller's. Watches are no longer worn

in the pocket. They should be attached to a

wrist-strap and consulted upon every possible

occasion. If you learn to shoot your watch

G. GIRAULT, FRESH GOODS by every

G. MAIL.

out of your cuff with the proper flourish, you will be taken for a military man, and it pleases the girls immensely. Of course this new departure does away with the watch chain, but that can be made into a neat chain bracelet and worn on the other wrist. It should show well below the cuff, as this earns you a reputation for being a lady-killer.

The latest puzzle, Mr. Editor, is

Puzzle, supplied free by the Star Ferry

Company, and it is to find out what

the wonderful gates erected on each of their

wharves are for. These gates are gateless, but

are narrowed down about half way up by big

balks of timber, so that a space of some four

inches only is left. Some folks say they are to

weed out drunks, others that they are the dogs

entrance, others think they are meant for bicy-

cles, but most give the riddle up. They are

evidently not for use and they can't, except by

a very big stretch of imagination, be called or-

namental. Can it be that they are allegorical

of the difficulty of entering the ranks of the

shareholders of the Company?

I have to congratulate nearly all

From the Staff Corps Officers upon their</

NIPPON YUSEN KAISHA.

DODWELL, & Co., LIMITED,
Agents.
HONGKONG, 24 SEPTEMBER 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	10th September.
SHANGHAI	"SZECHUEN"	10th instant.
MANILA	"TAIYUAN"	10th instant.
SHANGHAI	"SUNGKIANG"	11th instant.
ILOILO and Cebu	"WUJONG"	12th instant.
YOKOHAMA	"KAIPOK"	14th instant.
TIENSIN	"KWEIYANG"	20th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th September, 1901.

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"OLYSSSES"	12th instant.
"	"AGAMEMNON"	19th instant.
"	"CALCUTTA"	26th instant.
"	"WESTON"	1st October.
"	"LAERTES"	9th October.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"IDOMENEUS"	17th instant.
"	"TYRUS"	1st October.
"	"PYRREUS"	15th October.
"	"AGAMEMNON"	29th October.
LIVERPOOL (DIRECT)	"DRETES"	15th instant.
(Taking Cargo at LONDON RATES)	"OLYSSSES"	15th October.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 5th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship.

"ANPING MARU,"
Captain S. Asumi, will be despatched for the above Port, on WEDNESDAY, the 11th Sept., at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"CARINTHIA,"
Captain Marochino, will leave for the above place, on THURSDAY, the 12th September, P.M.

For Freight or Passage, apply to
SANDER, WIELER & Co., Agents.

Hongkong, 29th August, 1901.

SHEWAN, TOMES & CO.'S

"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA,"
Captain will be despatched for the above Port, on or about the 13th instant.

To be followed by the
S.S. "ANAPA,"
about 15th October, 1901.

For Freight, apply to
SHEWAN, TOMES & Co., Agents.

Hongkong, 3rd September, 1901.

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA SHANGHAI, INLAND SEA OF
JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.

Carlisle City..... about Sept. 15
Strathgyle..... about Oct. 15

THE Steamship

"CARLISLE CITY,"
will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 15th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"
Captain Leva, will be despatched as above on TUESDAY, the 17th September, P.M.

For Information as to Passage and Freight, apply to
SANDER, WIELER & Co., Agents.

Hongkong, 28th August, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GLENGYLE,"
Captain T. Darke, will be despatched for the above Port, on the 20th September, 1901.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 18th August, 1901.

Shipping.

STEAMER.

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.
Having connexion with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.

ALSO
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS up
to CALLAO.

Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE, AL-
MERIA and MALAGA.

THE Steamship

"DISAGNO,"
Captain Brusca, will be despatched as above
WEDNESDAY, the 11th instant, at Noon.
At BOMBAY, the Steamer is discharging in
VICTORIA DOCK.

For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 6th September, 1901.

SAILING VESSEL.

FOR NEW YORK.
THE 3/4 A. I. I. American ship

"MANUEL LLAGUNO,"
will load during September and October, sail-
ing about 25th October.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 8th July, 1901.

Notices of Firms.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are re-
quested to send in a Statement of Busi-
ness contributed during the Half Year ended
30th June, 1901, on or before the 10th Sept.,
on which date the Accounts will be CLOSED.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 22nd August, 1901.

NOTICE.

"PUNJON MINING CO., LIMITED.

THE OFFICE of the Company has this
day been REMOVED to No. 13,
BEACONSFIELD ARCADE, FIRST FLOOR.

W. H. GASKELL,
Secretary.

Hongkong, 3rd September, 1901.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public
Generally that I have REMOVED my
Stores from No. 15 to No. 5, D'AGUILAR
STREET.

H. RUTTONJEE,
5, D'Aguiar Street.

Hongkong, 27th April, 1900.

Intimations.

WANTED.

TWO WRITERS are Required at once
in the Office of the NAVAL STORE
OFFICER, NAVAL YARD, to whom personal
Application should be made between the hours
of 10 A.M. and 1 P.M.

Candidates are requested to bring Testimo-
nials with them.

Hongkong, 6th September, 1901.

WANTED.

A CHINESE or PORTUGUESE at once,
as an ASSISTANT BOOKKEEPER.
Salary \$35 to \$40.

Apply personally to—
H. RUTTONJEE,
Hongkong, 6th September, 1901.

WANTED.

AN EXPERIENCED LADY MANAGER
for CRAIGIEBURN HOTEL.
Apply by Letter, stating experience and
enclosing copies of Testimonials, &c., to
THE MANAGER,
CRAIGIEBURN HOTEL.

Hongkong, 8th August, 1901.

WANTED.

AN EXPERIENCED MAN of business to
Act as COMPRODORE from next
China New Year.

Full Particulars can be obtained on applica-
tion to the Undersigned.
By Order of the Board of Directors,
E. W. RUTTER,
Manager.

Hongkong, 30th July, 1901.

WANTED.

AN Experienced CLERK for a GERMAN
FIRM.
Knowledge of GERMAN and ENGLISH
necessary; must also be conversant with GEN-
ERAL OFFICE WORK.

Engagement to date from 1st JANUARY,
1902, or sooner.
Reply to
CHIFFRE X. Y.,
C/o This Office.

Hongkong, 4th September, 1901.

Sanitas
Disinfecting
Fluid
ALSO POWDER, SOAPS,
EMBROICATION, &c.
"HOW TO DISINFECT."
Book sent FREE on application.
Of all Chemists, and
The "SANTAL" Co., Ltd., Bethnal Green, London.

Intimations.

A. LING & Co.,

FURNITURE STORE.
(Next Door to Messrs. WATKINS & Co.)
QUEEN'S ROAD CENTRAL.
Speciality:
FOOCHOW LACQUER WARE.
Hongkong, 18th June, 1901.

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT
of
AMERICAN ASPARAGUS & DESSERT
FRUITS, ALL KINDS.

Apply to
G. GIRAULT,
Hongkong, 20th August, 1901.

HONG SING,

8 Beaconsfield Arcade.
ENTIRELY NEW STOCK of the Newest
Patterns in Cloths, Canvasses, and
Ducks. Complete Gentlemen's Outfitting.
Hongkong, 30th August, 1901.

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for CLEMENT'S WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the BEST.
40, QUEEN'S ROAD,
Watson's Building.

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES
Nos. 24 & 26, Queen's Road Central.

CLARKE'S B 41 PILLS are warranted to
cure, in either sex, all acquired or con-
stitutional Discharges from the Urinary Organs,
Gravel, and Pains in the Back. Free from
Mercury. Established upwards of 30 years.
In boxes, 4s. 6d. each, of all Chemists and
Patent Medicine Vendors throughout the
World. Proprietors: The Lincoln and Mid-
land Counties Drug Company, Lincoln,
England.

RIGAUD'S
White Violet
EXTRACT

This fugitive and
delicate perfume is
persistent as an
Extract for the
handkerchief
while as a
Soap and
Powder,
it has been
adopted by
the most re-
fined French
Society

RIGAUD & Co.
10,000
White Violets
equal each bottle of
Rigaud's Extract
PARIS

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessel during her stay in
Hongkong Harbour—
L. SCHEFF, American ship, C. S. Kendall—
Carlowitz & Co.
SEA WITCH, American ship, Howes—Master.

THE LUXURIES OF THE GOR-
GEOUS EAST.

RICKSHAWS ON BICYCLE WHEELS.

A Big stride towards rendering infinitely
more comfortable one of the chief means of
locomotion in the East has just been made by
a Colombo firm, through Mr. G. C. Gnapp, who
has recently patented a steel frame, which can
be attached to the body springs of an ordinary
rickshaw, and which carries a pair of pneu-
matic-tired ball-bearing wheels. The entire
absence of vibration or noise, and the ease of
running derived from the resiliency of the
pneumatic tyres, give a sense of extreme luxury
which the jaded Easterner knows well how to
enjoy. And this feeling of luxury is en-
hanced by the assurance that the wheels
will not "come off"—a whim which is
not altogether unassociated with the
ordinary type of rickshaw. With Mr. Gnapp's
patent each wheel is bolted between a pair of
forks, which, it is claimed, would hold the
wheel even if a nut were lost. The sizes of the
wheels are those used ordinarily in bicycle con-
struction, viz., 26" 28" or 30" diameter, and
they have been adopted with the view to
cheapness and to overcome any difficulty as
regards replacement of either tyres or rims.
Other points of importance are the reduction
of friction by the use of ball-bearings, lightness
and strength of construction, and perfect
balance. Five of the new type of rickshaw are
now running in Colombo, and the representa-
tive of a paper published there, who was given
a trial trip in one of them, seems to have en-
joyed the experience. The whole cost of a new
style rickshaw is about Rs. 400.

MAX O'RELL'S OPINION OF KING EDWARD.

Max O'Rell, who is acting as London cor-
respondent of the San Francisco Examiner,
has been telling his readers about King
Edward. This is what he says:—

"During the past few months England has
witnessed without surprise but with timely
satisfaction the assiduity, the wisdom, and the
many-sided sympathy which King Edward
brings to the discharge of his duties. He is
everything that the President of a Republic
can be. He has from his earliest years been
brought up to the business of statesmanship.
His experience is that of a man who has prac-
tically always been in office. His impar-
tiality is made easier by his independence of
and his superiority to, all political parties.
The late Queen has been succeeded by a son,
brought up in her school, who thoroughly
realises her character and her modes of action,
and who is stepping carefully in the footsteps
by which she expressed her constitutional
attachment to the institutions of Great Britain.

"King Edward is a success and as the formal
coronation will add to the deep feelings of loyal
affection which united him with the people of
the land, there is no doubt that he will respect
the constitution as his mother did, but there is
not a doubt that he will have more influence
than she had in the direction of affairs. He
will not efface himself so much and the dignity
with which he conducts himself shows that
King Edward has parted company with the
ex Prince of Wales. Yes, a decided success
he is. Nothing but admiration and praise are
expressed everywhere.

"Never was the English monarchy more
firmly established than it is to-day, for it is
based not upon hereditary privilege or legal
enactments, but on the hopes, the sentiments
and aspirations of a grateful and loving people.

"One of the most curious perquisites in con-
nection with the coronation is the right of one
of the peers to claim the bed and bedding used
by the heir apparent on the night preceding the
coronation. In olden times this was a per-
quisite of considerable value, as the bedding
usually consisted of richly embroidered cover-
lets of velvet of silk with priceless hangings of
cloth of silver or gold. Now-a-days, of course,
it is of less value, excepting from the point of
view of quaintness of the privilege. If the
Duke of Cornwall has any particular fancy for
his own bed it would be advisable that he
should not sleep in it on the night before the
coronation. I am told it will undoubtedly be
snatched from him. It is England, the most
modern and go-ahead nation in Europe, that
has most religiously kept its ancient customs,
even the most ridiculous."

A WOUND-STITCHING
MACHINE.

Dr. Paul Michel, the famous French physi-
cian, has invented a remarkable instrument for
stitching wounds. With this instrument
wounds on a body can be stitched effectively,
quickly, and without causing any pain to the
patient. Heretofore wounds were stitched by
hand, and this operation was not only some-
what dangerous and slow, but also decidedly
painful.

Dr. Michel's instrument consists of a forceps
or pincher, and of a case or sheath, which
contains a number of nickel hooks or bands some-
what similar to those which are frequently seen
on the corners of cardboard boxes. A slight
pressure suffices to free these hooks from the
sheath, and within one minute between twenty
and thirty of them can be placed on a wound
in such a manner that they will effectively close
it. The reason why they cause no pain is be-
cause the tiny rounded points only penetrate
the epidermis and not the lower layer of skin.

Other advantages which they possess are
that they can be easily disinfected, that it is no
trouble to remove them from the skin after the
wound is healed, and that they leave hardly
any trace of a scar.

Dr. Michel, says a London paper, has re-
ceived congratulations from the most dis-
tinguished European physicians, and his
instrument is being rapidly introduced into
leading hospitals.

60 A CRITICAL AGE?

Recently, in the King's Bench Division, says
a home paper, Mr. Justice Darling and a com-
mon jury concluded the hearing of an action
brought by M. Emile Dupont, a French sub-
ject, described as a "visiting French master,"
claiming damages against the Great Western
Railway.

The accident took place at Baker-st. Station
on 12 Dec. last, and the plaintiff's case was
that he was just in the act of stepping into a
second-class compartment of one of the defen-
dant company's trains when it was set in motion
by the guard. Finding that he could not enter
the train, and that it was fast approaching the
tunnel, the plaintiff, in order to save himself
from impending damage, threw himself back-
wards on to the platform, and as a result sus-
tained a severe shock to his nervous system.
He was a man of 56.

The defence was that the plaintiff did not
attempt to enter the train until it was set in
motion.

Dr. Page, physician, of Harley-st., gave
evidence in support of the defendant's case.

Is not, queried the judge, 56 a critical age?
—I hope not, my lord. (Laughter.)

Mr. Justice Darling: May I take it, then,
that in your opinion one given year of a man's
life is not more dangerous than another?
—Yes, it depends on your past life, whether you
are going to break up at 56. (Laughter.)

The jury returned a verdict for the plaintiff,
assessing the damages at £25.

PETER JACKSON DEAD.

Peter Jackson, the well known coloured prize
fighter has died at Roma, Queensland. Fifteen
months ago he returned to Sydney on the
verge of death from pneumonia, contracted at
Skagway, while on the road to the Klondyke
with Paddy Slavin. Doctors held out little
hope of Peter's recovery except through extra-
skilful treatment and nursing. He added
tissue, and after six months was as heavy as
ever, and expressed himself sound as a bell—
an agonising attack of sciatica. When
travelling with Fitzgerald's circus he caught
cold in Gippsland, and had to lie up in Geo-
log hospital for weeks. Thence on it was all
downgrade with him. Three months in Queens-
land (two of which were spent at Roma) failed
to arrest the trouble. Weight fell off alarmingly,
and the attending doctor (Le Strange) held
out no hope of ultimate recovery, though
thinking it possible that life might be prolonged
a while. Jackson's career was remarkable.
His triumphs over Paddy Cardiff, George God-
frey, Joe McAuliffe, Paddy Slavin, and other
good men, and the manner in which they were
scored, demonstrated unquestionably that the
world hadn't previously seen his superior.
Though not generally known, Jackson, prior
to meeting Jeffries, was champion of the world, for
"Jonnel" Sullivan (when America's top-
notcher) after agreeing to meet the big black
at the California A.C. for a 20,000d. purse
wrangled out of his engagement on the advice
of friends who had seen Jackson at it, thus
losing his title by default. Jackson already
owned the Australian and British supremacies.
Peter's battle with Slavin in London is always
referred to as among the fiercest and most
scientific ever fought by big men. He did
little or nothing afterwards, and a few years
"high time" in the English capital told the
inevitable tale. Peter returned to America
a wreck to all intents and purposes, and supplied
an easy stepping-stone for Jim Jeffries towards
qualifying to meet Fitzsimmons, Corbett,
Sharkey and Co. Chagrined and broken-
hearted at his vanquishment Peter gave way to
dissipation for months. Resultant enfeebled
system and consequent greater susceptibility
to disease were the primary causes of the
famous black's demise while yet under 40.

Shipping.

Arrivals.

KAGOSHIMA MARU, Japanese steamer, 2,731
K. Kori, 6th Sept.—Singapore 31st Aug.
General.—Nippon Yusen Kaisha.

SABINE RICKMERS, British steamer, 69, J. R.
Nasbet, R.N.R., 6th Sept.—Newchwang
31st Aug., Beans.—Arnhold, Karberg &
Co.

CHINA, German steamer, 1,113, Krebber, 6th
Sept.—Manila 3rd Sept., Ballast.—E. A.
Trading Co.

FEICHING, British steamer, 980, J. Gordon,
7th Sept.—Haiphong 4th August, and
Hohow 6th, Rice.—A. R. Marty.

FUSHUN, British steamer, 1,500, W. H. Lunt,
7th Sept.—Shanghai 4th Sept., General.—
C. M. S. N. Co.

ELITA NOSSACK, German steamer, 1,161, H.
Bruhn, 7th Sept.—Chinkiang and Wuhu
3rd Sept., General.—E. A. Trading Co.

KAIPOK, British steamer, 1,024, G. H. Fen-
father, 7th Sept.—Hsin Ho 31st Aug.,
Government Stores.—Butterfield & Swire.

MEXICAN PRINCE, British steamer, 1,953,
Pence, 7th Sept.—Singapore 25th Aug.
and Amoy 5th Sept., Petroleum.—Meyer
& Co.

ANPING MARU, Japanese steamer, 1,052, S.
Asumi, 7

NOT AND A

CALENDAR.

SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.755
Thermometer	81.0
Humidity	83
Rainfall	13.482

TO-DAY.

WEATHER REPORT.

Barometer	29.93	29.82
Thermometer	84	87
Humidity	68	63
Rainfall		

TO-DAY.

Saturday, 7th September, 1901.

Chinese—25th of 7th moon of 27th year of Kwang-shu.

Sun—Rises	5 hr. 45 min.
Set	5 hr. 10 min.
High water—Morning	5 hr. 15 min.
Afternoon	5 hr. 27 min.
Low water—Morning	1 hr. 15 min.
Afternoon	5 hr. 50 min.

ANNIVERSARIES.

- 1807—Copenhagen taken.
1893—Australian barque *Florence Treat* lost on Harker Point; 20 lives lost.
1898—Emperor of China proposes to form a National Assembly.

TO-MORROW.

Sunday, 8th September, 1901.

Chinese—26th of 7th moon of 27th year of Kwang-shu.

Sun—Rises	5 hr. 40 min.
Set	5 hr. 5 min.
High water—Morning	5 hr. 20 min.
Afternoon	5 hr. 32 min.
Low water—Morning	1 hr. 10 min.
Afternoon	5 hr. 45 min.

ANNIVERSARIES.

- 1851—Sebastopol taken.
1867—Great typhoon in Hongkong.
1879—Colonial Defences Commission appointed in England.
1897—Death of Sir E. Mills.

AGENDA.

6.30 p.m.—Regular Meeting, United Service Lodge.

9 p.m.—Grand Boxing Carnival at the Theatre Royal.

TO-MORROW.

Daylight—D. Co.'s steamer *Haiching* leaves for Swatow, Takao and Tamsui.O. S. K. Co.'s steamer *Daigi Maru* leaves for Tamsui via Swatow and Amoy.Cargo ex *Freiburg* subject to rent.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m.

Matins, 11 a.m.; Evensong, 5.45 p.m.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5 p.m.

German Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis' Church, Wanchai:—Mass (Chin.), 6 a.m. (Port.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point:—Mass, 8 a.m.

Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.

Union Church:—Services, 11 a.m. and 6 p.m., St. Peter's Church.

TO-MORROW.

Fourteenth Sunday after Trinity (Sept. 8th), Matins (11 a.m.)

Hymn, 335; Venite Elcey; Te Deum, Hayes Jubilate; Gregory. Hymns 199, 14, 57.

Evensong (6.30 p.m.)

Hymns 343; Magnificat; Nunc Dimittit; Barnby. Hymns 363, 15, 74.

TUESDAY, 10th.

Shewan Tomes' steamer *Ataka* leaves for New York via Suez Canal.P. and A. steamer *Indravelli* leaves for Portland (Or.)."Glen" line steamer *Glenroy* leaves for Nagasaki, Kobe and Yokohama.Cargo ex *Freiburg* subject to rent.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

August 27th.

Mr. Short is temporarily chief officer of the *Haiching*.Mr. S. Williams is appointed 3rd officer of the *Hailan*.Captain Evans is temporarily commanding the *Haiching*, vice Captain Davis on leave.Mr. Walters is appointed 3rd officer of the *Hailan*.Mr. Musgrave is appointed 3rd engineer of the *Haiching*.Mr. E. H. Kirman, late of American ship *M. Laguna*, is now 4th officer of the *Glenyle*.

August 26th.

Capt. Davis has resumed command of the *Haiching*.Mr. Evans, chief officer, has returned to the *Haiching*.Mr. Short, 2nd officer of the *Hailan*, has returned to that ship.

August 30th.

Captain W. Passmore has taken over the command of the *Hailan*.Mr. Walters has joined the *Hailan* as 3rd engineer.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Natal*) 9th instant.Indian (*Arratoon Apar*) 9th instant.Canadian (*Empress of Japan*) 10th instant.American (*City of Peking*) 10th instant.American (*Galle*) 24th instant.American (*Hongkong Maru*) 2nd prox.The O. S. S. Co.'s steamer *Ulysses* left Singapore on 7th inst., a.m., 10-day and is due in Hongkong on 12th inst.The S.S. ex the Canadian Pacific Railway Co.'s R.M.S. *Empress of China* arrived at New York on the 5th inst.The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* left Yokohama for Vancouver on the afternoon of Friday 6th inst.The N. Y. K. Co.'s steamer *Awa Maru* (European Line) left Singapore for this port on the 6th inst. and is expected to arrive here on the 11th inst.The P. M. S. S. Co.'s steamer *City of Peking* with mails, &c., from San Francisco to the 21st ult., via Honolulu, has arrived at Yokohama, and leaves for this port tomorrow morning via Inland Sea, Kobe, Nagasaki and Shanghai.

HONGKONG AND WHAMPRA DOCK RETURNS.

Georges Valentine	At	Kowloon	Due
Victoria	"	"	"
Zafiro	"	"	"
Elcano	"	"	"
Kulsang	"	"	"
Fei Hoo	"	"	"
H.M.S. Isis	"	"	"
Canton River	"	"	"

PASSED THE CANAL.

Outward—13th August—*Konigsberg*, *Moyune*, 16th August—*Awa Maru*, *Ulysses*, *Palawan*, 20th August—*Kheron*, *Malaya*, *Marianne*, 23rd August—*Agamemnon*, *Ceylon*, 27th August—*Ambrisa*, *Ramberg*, *Olumpo*, *Hamburg*, 30th August—*Catchat*, *Inaki Maru*, *Anapa*, *Trenkut*, *Dresden*.Homeward—13th August—*Safazie*, *Wakasa Maru*, 16th August—*Jawa*, 20th August—*Indra*, *Bayern*, 23rd August—*Annam*, *Glaucus*, 27th August—*Alcinous*, *Sambila*, *Kanagawa Maru*, *Sunda*, 30th August—*Wurzburg*.Arrivals at Home—23rd August—*Glenartney*, *Prometheus*, *Nurnberg*, 27th August—*Kilai*, *Annon*.

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H.	Katsch, Mr. E. A.
Andrew, Mr. D. A.	Kiene, Mr. and Mrs. F. S.
Angus, Mrs.	Kirkwood, Mr. J.
Arnold, Capt. G.	Lazarus, Mr. N.
Arnold, Mr. H.	Leigot, Mr. E.
Bailey, Mr. W. S.	Littlejohn, R.E., Major
Barlow, Mr. W. J.	R. P.
Bell, Mr. J. T.	Long, Mr. & Mrs. D. M.
Berger, Mr. F. J. G.	Lopes, Mr. J. M.
Black, Mr. J.	Mackenzie, Mr. J. G.
Bonner, Mr. A.	Macdonald, Mr. D.
Branco, Mr. A.	Marlow, Mr.
Brown, R.E., Major W.	McAllister, Mr. J.
Il.	Michael, Mr. S. J.
Brown, Mr. J.	Nanari, Mr. G.
Brown, Mr. R. A.	Nunes, Mr. A.
Busstow, Mr.	Parfitt, Mr. W.
Cameron, Mr. D. H.	Pearce, Dr. W. W.
Clark, Dr.	Pitcher, Mr. A. J.
Cole, Mr. G. E.	Price, Mr. H.
Colombo, Mr. G.	Quinnell, Lieut. W. A.
Colson, Mr. J. S.	Reid, Dr. L. R.
Cylander, Mr. M.	Reid, Mr. A.
Deniche, Mr. P. G.	Robertson, Mr. W. R.
Deniche, Mr. D. M.	Schmidt, Mr. H.
Discombe, Mr. G. M.	Schouw, Mr. C.
Dorhill, R.A., Major	Scopinich, Mr. G. M.
Dyson, Major P. S.	Sergeant, Mr. P. W.
Edwards, Mr. F. W.	Simpson, Mr. A. E.
Fernald, Mr. and Mrs.	Slavin, Mr. J. M.
Fischer, Mr.	Smithers, Mr. R. G.
Gardner, Mr. Bruce	Snider, Mr. D. G.
Gibson, Mr. Kennedy	Templeton, Mr. F. P.
Glover, Mr. C.	Thomas, Mr. Harry
Grant, Mr. John	Thomson, Dr. and Mrs.
Hamilton, Mrs.	J. C. and child
Hackford, Mr. R. G.	Tibbey, Mr. H. M.
Henningsey, Mr. H. F.	Wakeman, Mr. G. H.
Howard, Mr. Thos.	Watts, Mr. and Mrs.
Hovkins, Mr. J. A.	Frank W.
Hughes, Mr. W. K.	Whaley, Mr. W. J. G.
Huke, Mr. A. N.	Woolen, Mr. J. J.
Innes, Capt.	Zacevich, Mr. P.
Jones, Mr. E. A.	Zar, Mr. P. D.
Johansen, Mr. and Mrs.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Baulton, Mr. J. F.	Martin, Mr. R.
Beattie, Mr. James	May, Mr. A. J.
Benjamin, Mr. S. S.	McDermott, Mr. A. P.
Bonnar, Mr. J. W. C.	Miller, Mr. and Mrs.
Brown, R.E., Col. L. F.	Perrott, R.A., Colonel
Brayne, Mr. H. F. R.	Pitt, Mr. John, R.N.
Bussell, Mr. G.	Pollock, Hon. H. E.
Callaghan, Col. A. W.	Quinnell, Mr. M.
Crookenden, Col.	Rumsey, R.N., Hon.
Dann, Mr. George H.	R. Murray
Davies, Mr. F.	Sinclair, Mr. A.
Dixon, Mr. J. W.	Smith, Mr. T. J.
Forbes, Mr. Andrew	Stokes, Mr. A. G.
Fraser, Mr. and Mrs.	Thomson, Mr. J. S.
H. W.	Wheeler, Mr. W. H.
Graham, Mr. D. M.	Wilgress, Mr. W. T.
Gumprecht, Dr.	Wilson, Mrs. W. and
Hamilton, Major	child
Jeffries, Mr. H. N.	Wright, Mr. and Mrs.
Lee, Mr. J. E.	Il. Taylor
Mackay, Mr. J. A.	

CRAIGIEBURN.

Anderson, Mr. Jas.	Heemkerk, Mr. J. J. B.
Bells, Mr. H.	Helms, Mr. W.
Brown, Mr. and Mrs.	Langlands, A.O.D.,
H. Matheson	Capt. and Mrs. P.
Crouch, Mr. J. W.	Pye, Mr. E. Burns
Denison, Mr. and Mrs.	Scott, Mrs. James
A.	Sisters, Govt. Civil
Edwards, Mr. G. H.	Hospital
Farrow, Capt. J.	Surplice, Mr. and Mrs.
Grimble, Mr. & Mrs. G.	F. R. C.

KOWLOON HOTEL.

Dixon, Mr. and Mrs. Krebs, Capt. H.	
Robt. C. and family	Laxton, Mr. R. W.
Holden, Mr. Geo. H.	Riegen, Mr. V.
Holden, Capt. H. N.	Salters, Mr. D. W.

EXCHANGE.

Hongkong, 7th September.	
ON LONDON, Telegraphic Transfer 1/11 3/16	
Bank Bills, on demand 1/11 1/2	
Credits, 4 months' sight 1/11 1/2	
D'ments, 4 months' sight 1/11 1/2	
ON BERLIN, (demand) M. 1.98	
ON PARIS, Bank Bills, on demand 2.44 1/2	
Credits, 4 months' sight 2.44 1/2	
ON NEW YORK, Bank Bills, on demand 47	
Credits, 30 days' sight 47 1/2	
ON BOMBAY, Telegraphic Transfer 144 1/2	
On demand 145	
ON SHANGHAI, Telegraphic Transfer 73	
Private 30 days' sight 73	
ON YOKOHAMA, T.T.	
Sovereigns, Bank's Buying Rate 52 1/2 prem.	
Gold Leaf 100 touch, per oz 53.30	
Bar Silver 26 15/16	
Dollars 26 15/16	

OPIUM QUOTATIONS.

Hongkong, 7th September.	
New Patna 957 1/2 per chest.	
Old Patna 972 1/2	
New Benares 972 1/2 per picul.	
Old Benares 945	
New Malwa 850/860	
Old Malwa 870/900	
Persian, paper tied 815	

THE SHARE MARKET.

LATEST QUOTATIONS.

(SEPTEMBER 7th.)

COMPANIES.	PAID UP CAPITAL.	LATEST QUOTATION.
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Banks.

Hongkong and Shanghai Banking Corporation	\$ 125	\$60 1/2
The Bank of China and Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£60.15
The Bank of China and Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Limited	£ 8	£5.8 buyers
Do.	£ 1	£5.5 sellers

Marine Insurances.

Union Insurance Society of Canton, Limited	\$ 50	\$340
China Trade Insurance Company, Limited	\$ 25	\$60 sellers
North China Insurance Company, Limited	£ 25	Tails 180 sellers
Yangtze Insurance Association, Limited	£ 60	\$124
Canton Insurance Office, Limited	\$ 50	\$170 sellers
Straits Insurance Company, Limited	\$ 20	\$1

Fire Insurances.

Hongkong Fire Insurance Company, Limited	\$ 50	\$340 1/2 sellers
China Fire Insurance Company, Limited	\$ 20	\$81

Shipping.

Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$34 1/2 sales
Indo-China Steam Navigation Company, Limited	£ 10	\$136
China and Manila Steamship Company, Limited	\$ 50	\$62 sellers
Douglas Steamship Company, Limited	\$ 50	\$51
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£12 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 10	£12 buyers
China Mutual Steam Navigation Company, Limited—(Deferred)	£ 5	£7 buyers
Star Ferry Company, Limited	\$ 10	\$24 1/2 buyers
"Shell" Transport and Trading Company, Limited	£ 1	\$2 12/6 sellers

Refineries.

China Sugar Refining Company, Limited	\$ 100	\$136
Luzon Sugar Refining Company, Limited	\$ 100	\$50 sellers

Mining.

Punjom Mining Company, Limited	\$ 9	\$5 sellers
Punjom Mining Preference Shares	\$ 1	\$1.25
Société Française des Charbonnages du Tonkin	Francs 250	\$325
Queen Mines, Limited	Cents 25	5 cents
Jebeub Mining and Trading Company, Limited	\$ 18 d. 10	\$44 buyers
Raub Allan Gold Mining Company, Limited	\$ 5	\$12 buyers
Olivers Freehold Mines, Limited A.	\$ 5	nominal
Olivers Freehold Mines, Limited B.	\$ 5	nominal

Docks, Wharves and Godowns.

Hongkong and Whampoa Dock Company, Limited	\$ 50	\$27 1/2 sales
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$98 buyers
Wanchai Warehouse and Storage Company, Limited	\$ 37 1/2	nominal
New Amoy Dock Company, Limited	\$ 61	\$25 buyers

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Company, Limited	\$ 10	\$9.75 sales
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$191 sales
Kowloon Land and Building Company, Limited	\$ 30	\$30 buyers
West Point Building Company, Limited	\$ 50	\$51 buyers
Hongkong Hotel Company, Limited	\$ 50	\$127 buyers
Oriental Hotel Company, Limited	\$ 50	\$55
Humphreys Estate and Finance Company, Limited	\$ 10	\$13 1/2 sales

Cotton Mills.

Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 100	\$11 1/2 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 40 buyers
International Cotton Manufacturing Company, Limited	Tails 100	Tails 35
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Tails 100	Tails 45
Soy Chee Cotton Spinning Company, Limited	Tails 500	Tails 300
Yahloong Cotton Spinning Company, Limited	Tails 500	Tails 12 1/2

Cigar Companies.

Alhambra, Limited	\$ 500	nominal
Philippine Tobacco Trust Co., Limited	\$ 50	nominal

Miscellaneous.

Green Island Cement Company, Limited	\$ 10	\$21 buyers
China-Borneo Company, Limited	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$16 sellers
Watkins, Limited	\$ 10	\$10 sellers
Hongkong Electric Company, Limited	\$ 10	\$12 1/2 buyers
Hongkong Electric Company, Limited	\$ 5	\$64 buyers
Hongkong and China Gas Company, Limited	£ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$17 1/2
Geo. Fenwick & Co., Limited	\$ 25	\$55 sellers
Hongkong Ice Company, Limited	\$ 25	\$183 buyers
Hongkong High-Level Tramways Company, Limited	\$ 100	\$275 buyers
Dairy Farm Company, Limited	\$ 50	\$8 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$50
Campbell, Moore & Co., Limited	\$ 10	\$20 buyers
Bell's Asbestos Eastern Agency, Limited	\$ 5	\$10 buyers
Tebrau Planting Company, Limited	\$ 4	\$2 sellers
Universal Trading Co., Limited	\$ 20	\$102 buyers
Hongkong Steam Water-boat Co., Limited	\$ 5	\$8 buyers
China Light and Power Co., Limited	\$ 20	\$20 sellers
Robinson Piano Co., Limited	\$ 50	\$50
Manila Investment Co., Limited	\$ 50	nominal

BENJAMIN, KELLY & POTTS,

Share Brokers.

Telegraph Address—"Rialto."

Telephone No. 148.

STEAMERS EXPECTED.

VES

VESSELS IN PORT.

Steamers.

BENMORE, British steamer, 1,935, A. Wallace, 6th Sept., London 23rd, and Singapore 31st Aug., General—Gibb, Livingston & Co.

BISAGNO, Italian steamer, 1,901, P. Brusca, Pietro, 4th Sept., Singapore 29th Aug., General—Carlowitz & Co.

CANTON, British steamer, 2,164, C. F. Lockstone, R.N.R., 6th Sept., London 27th July, and Singapore 31st Aug., General—P. & O. S. N. Co.

COPTIC, British steamer, 2,744, J. H. Rinder, R.N.R., 30th Aug., San Francisco 2nd Aug., Honolulu 9th, Yokohama 22nd, Kobe 23rd, Nagasaki 25th, and Shanghai (Woosung) 28th, Mails and General—O. & O. S. S. Co.

DAIGI MARU, Japanese steamer, 986, Kitano, 4th Sept., Fukuoka via Amoy and Swatow 4th Sept., General—Mitsui Bussan Kaisha.

DUXE OF FIFE, British steamer, 3,721, J. S. Cox, 3rd Sept., Tacoma via P. 31st July, General—Doddwell & Co., Ltd.

ELCANO, American steamer, 501, R. de Alencar, 3rd Sept., Manila 31st August, Ballast—Brandao & Co.

FAUSANG, British steamer, 1,415, T. A. Mitchell, 2nd Sept., Java 23rd Aug., Sugar—Jardine, Matheson & Co.

GLENROY, British steamer, 3,141, Forbes Selby, 3rd Sept., Otum Ko 23rd Aug., Coal—McGregor Bros. & Co.

HANOI, French steamer, 68, P. Merlees, 6th Sept., Haiphong and Hanoi 4th Sept., General—A. R. Maity.

INDRAVALLI, British steamer, 3,266, McGrath, 3rd Sept., Moji 29th Aug., General—E. & A. Trading Co.

KUTSANG, British steamer, 1,495, T. W. Selby, 31st Aug., Java 20th August, Sugar—Jardine, Matheson & Co.

LAI SANG, British steamer, 2,224, G. Payne, 29th Aug., Moji 23rd August, Coal—Jardine, Matheson & Co.

LOYAL, German steamer, 1,006, Weichle, 3rd Sept., Sourabaya 24th August, Sugar—Siemssen & Co.

MACHEW, German steamer, 975, G. Wendig, 6th Sept., Swatow 5th Sept., Rice and General—Melchers & Co.

MARA KOHL, German steamer, 1,950, G. Knaef, 3rd Sept., Moji 29th August, Coal—E. A. Trading Co.

PHRA CHONG KHAO, German steamer, 1,012, J. A. Morris, 6th Sept., Bangkok 31st Aug., Rice and Mail—Melchers & Co.

SANDAKAN, German steamer, 1,374, Brandkutter, 29th Aug., Sandakan 24th Aug., Timber—Melchers & Co.

SATSUMA, British steamer, 4,100, McIntosh, 3rd Sept., New York 17th July, and Manila 31st Aug., General—Doddwell & Co., Ltd.

TAIYUAN, British steamer, 1,429, Dawson, 1st Sept., Sydney 10th Aug., General—Butterfield & Swire.

TELEMACHUS, British steamer, 1,379, J. Wilhamson, 4th Sept., Saigon 30th August, Rice—Chinese.

TRONIA, British steamer, 1,669, Payell, 20th Aug., Shanghai 16th Aug., Kerosine—Arnhold, Karberg & Co.

VICTORIA, American steamer, 2,112, J. Planton, 1st Aug., Tacoma, U.S.A. 4th July, General—Doddwell & Co., Ltd.

Sailing Vessels.

BRIZEUX, French ship, 1,400, Gonrio, 7th Aug., Cardiff 17th April, Coal—Order.

CELESTE HURRILL, British ship, 1,764, C. A. Trefry, 29th May, Manila 9th May, Ballast—Order.

GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug., Haiphong 15th Aug., Ballast—Order.

I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug., Kobe 19th July, General—Arnhold, Karberg & Co.

LAUNIERGA, American bark, 926, McDougall, 14th Aug., Cebu 6th Aug., Ballast—Master.

L. SCHIEP, American ship, 1,673, Kendall, 5th July, Manila 25th June, Ballast—Carlowitz & Co.

MANUEL LIAUGO, American ship, 1,650, Nichols, 29th June, New York 3rd Mar., Kerosine Oil—Standard Oil Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.

SUSQUEHANNA, American ship, 2,590, M. T. Bailey, 24th July, Manila 17th July, Ballast—Siemssen & Co.

VAL OF DOON, British bark, 672, Peterson, 31st Aug., from Nar Yun, Wood—Sander, Wieler & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 7th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Cradock, Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, Shanghai.

Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, Woosung.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.

Astron, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain G. J. S. Warrender, Nagasaki.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C.M.G., Woosung.

Brandy, 1st-class gunboat, 710 tons, 1,500 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.

Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,000 h.p., Commander Sir Bourchier Wrey, Bart, Singapore.

Bristolmar, 1st-class gunboat, 710 tons, 1,500 h.p., 6 guns, Lieut. Comdr. E. A. Baird, Foochow.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Japan.

Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,000 h.p., Capt. Tiltard, Hongkong.

Edinburgh, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Captain Sloper, Amoy.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, Weihai-wei.

Esk, coast defence gunboat, 363 tons, 3 guns, 2,200 h.p., Lieut. Comdr. F. Blunt, Chinkiang.

Fame, twin screw torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.

Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Canton.

Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Corcor, Weihai-wei.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. W. Minis, Shanghai.

Hamby, twin screw torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.

Hart, twin screw torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.

Havil, twin screw torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.

Humber, storeship, 1,540 tons, 800 h.p., Com. H. J. Davison, Shanghai.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.

Limpet, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Singapore.

Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut. Comdr. J. C. Watson, Singapore.

Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Com. C. P. Mansel, Shanghai.

Phaethon, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Canton.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Capt. Oldham, Canton.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.

Plaver, 1st class gunboat, 455 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. V. de M. Camper, Shanghai.

Ramirez, surveying-ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut. Com. C. F. Corbett, Shanghai.

Robin, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. G. L. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, Singapore.

Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Oldham, Yangtze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 h.p., in reserve Hongkong.

Taku, torpedo-boat destroyer, 350 tons, Lieut. Comdr. C. P. Beatty-Powell, Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stopford, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Weihai-wei.

Twice, coast defence gunboat, 363 tons, 3 guns, 2,200 h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, 450 h.p., Lieut. Comdr. Lyne, Wei-hai-wei.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt. Comdr. Mackenzie, D.S.O., Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.

Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Watson, Kinkiang.

Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.

Koninkrijk Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Rossun, Swatow.

Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.

Liberator, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,200 tons, Captain Runstl, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Versolozsky, at Tientsin.

Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimity, Russian armoured cruiser, 893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.

Gremyashchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.

Korvete, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Venist, at Nagasaki.

Nayazmit, Russian cruiser, 1,324 tons, 14 guns, 2,800 h.p., Capt. Zarine, at Nagasaki.

Olanov, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriannoff, at Shanghai.

Petrovich, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Poltava, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Demojoff, at Nagasaki.

Rosbanyik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik, Russian flag-ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Melusky, at Nagasaki.

Silatich, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sisat Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.

Stovitch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sueborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostok, Russian torpedo gunboat, 4 guns, 650 tons, Capt. Molchousky, at Nagasaki.

Vladimir, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulja, at Taku.

Zaklaka, Russian cruiser, 1,220 tons, 20 guns, 2,000 h.p., Capt. Skirski, at Nagasaki.

Delphin, Russian torpedo boat, 350 tons, Capt. Novokovskiy, at Shanghai.

Forst, Russian torpedo boat, 330 tons, 1 gun, 220 h.p., 16 knots.

Jantchicki, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Kasatka, Russian torpedo boat, 350 tons, Capt. Mouraviev, at Shanghai.

Kit, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.

Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

Vovrovskiy, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.

Podorski, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sitk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skal, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Soitchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Soni, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Starlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sirius, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,200 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borzo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 23 knots.

Ussur, Russian torpedo boat, 140 tons, 4 guns, 1,200 h.p., 22 knots.

† Flagship of Vice-Admiral Alexieff.

† Flagship of Rear-Admiral F. V. Dubossioff.

† Flagship of Rear-Admiral Reunhoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

Furst Bismarck, German flag-ship, 11,000 tons, 11 guns, Capt. Graf Lotke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 5,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.

Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Uesedom, at Shanghai.

Ilitis, German gunboat, 900 tons, 10 guns, Lieut. Comdr. Stahmer, at Canton.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gillich, at Amoy.

Kurfurst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holtzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.

Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstadt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.

No. 92, German torpedo-boat, 320 tons, Capt. Flinch, at Shanghai.

* Flagship of His Excellency Vice-Admiral Bendenker.

* Flagship of Rear-Admiral Geissler.

* Flagship of Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut. Comdr. Bellay, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,700 tons, Capt. Bathine, at Taku.

Bengali, 2nd class despatch-boat, Lt. Comdr. De La Croix de Castries, at Nagasaki.

Bugeaud, 2nd-class cruiser, 4,009 tons, 19 guns, 9,000 h.p., Capt. Delcève, at Shanghai.

Chassidous Laubat, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comete, gunboat, 600 tons, Capt. Leliel, at Canton.

Decidee, gunboat, 690 tons, Capt. Maresubette, at Taku.

D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Saulne, at Shanghai.

Euro, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Japan.

Guichen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.

Keraint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.

Slys, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.

Surpripin, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Mornet, at Shanghai.

Ville D'Alger, monitor, 944 tons, Captain Bonnessaur, at Hongkong.

Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.

* Flagship of Vice-Admiral Courrejollès.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Vary, at Shanghai.

Chinook, U.S. supply-ship, 6,428 tons, 1,800 h.p., Comdr. C. T. Forde, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,465 h.p., Comdr. H. G. D. Colby, at Manila.

Culebra, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.

Glacier, U.S. supply-ship, Lieut. Comdr. A. J. Merit, at Manila.

Helen, U.S. gunboat, 1,397 tons, 8 guns, 1,992 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.

Kintake, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Naxto, at Manila.

Merrill, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Fareholt, at Shanghai.

Monoway, U.S. gunboat, 1,370 tons, 6 guns, 350 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 3,244 h.p., Comdr. G. W. Piggman, at Canton.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullum, at Manila.

Oregon, 1st-class U.S. battleship, 10,380 tons, 16 guns, 12,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafro, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Hongkong.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.

Fiermasia, Italian cruiser, Capt. Carlo Negri, Shanghai.

Stromboli, Italian cruiser, 4,033 tons, Captain Cecconi, Hongkong.

Vesuvio, Italian cruiser, 4,500 tons, 14 guns, 6,820 h.p., Capt. Zevi, at Shanghai.

Veller Pianti, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Asahi, 1st class, 15,200 tons, 15,000 h.p., 18 guns, Captain S. Misi, at Japan.

Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.

Iwakushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.

Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan.

Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai.

Nanaiwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takahachi, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung.

Chiyoada, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.

Idzumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan.

Sat-yen, protected cruiser, 1st class, 2,400 tons, 15 guns, 2,800 h.p., at Yokosuka.

Ahtashima, protected cruiser, 1st class, a. Manila.

Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.

Takao, 2nd class, 1,760 tons, 15 guns, 2,400 h.p., Capt. Matsuide, at Japan.

Yeyama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.

Takushiki, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns